

TOP SECRET

IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

ORENBURG AIRFRAME PLANT NO 47

ORENBURG, USSR,

25X1

Declass Review by NIMA/DOD

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CIA/PIR -75058

25X1

DATE NOVEMBER 1966

COPY

PAGES 6

GROUP 1
Excluded from automatic
downgrading and declassification

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APPROVAL DATE (S) : 10/10/01 STOCK MINIMUM

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ORENBURG AIRFRAME PLANT NO 47

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ORENBURG, USSR, [REDACTED]

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Orenburg Airframe Plant No 47 (BE No [REDACTED]) is located at 51-48-00N 55-06-40E in the northeast suburbs of Orenburg, USSR. The plant is adjacent to Orenburg Air-

field [REDACTED] and is both road and rail served (Figure 1).

Orenburg Airframe Plant No 47 was first observed on photography from [REDACTED] Mis-

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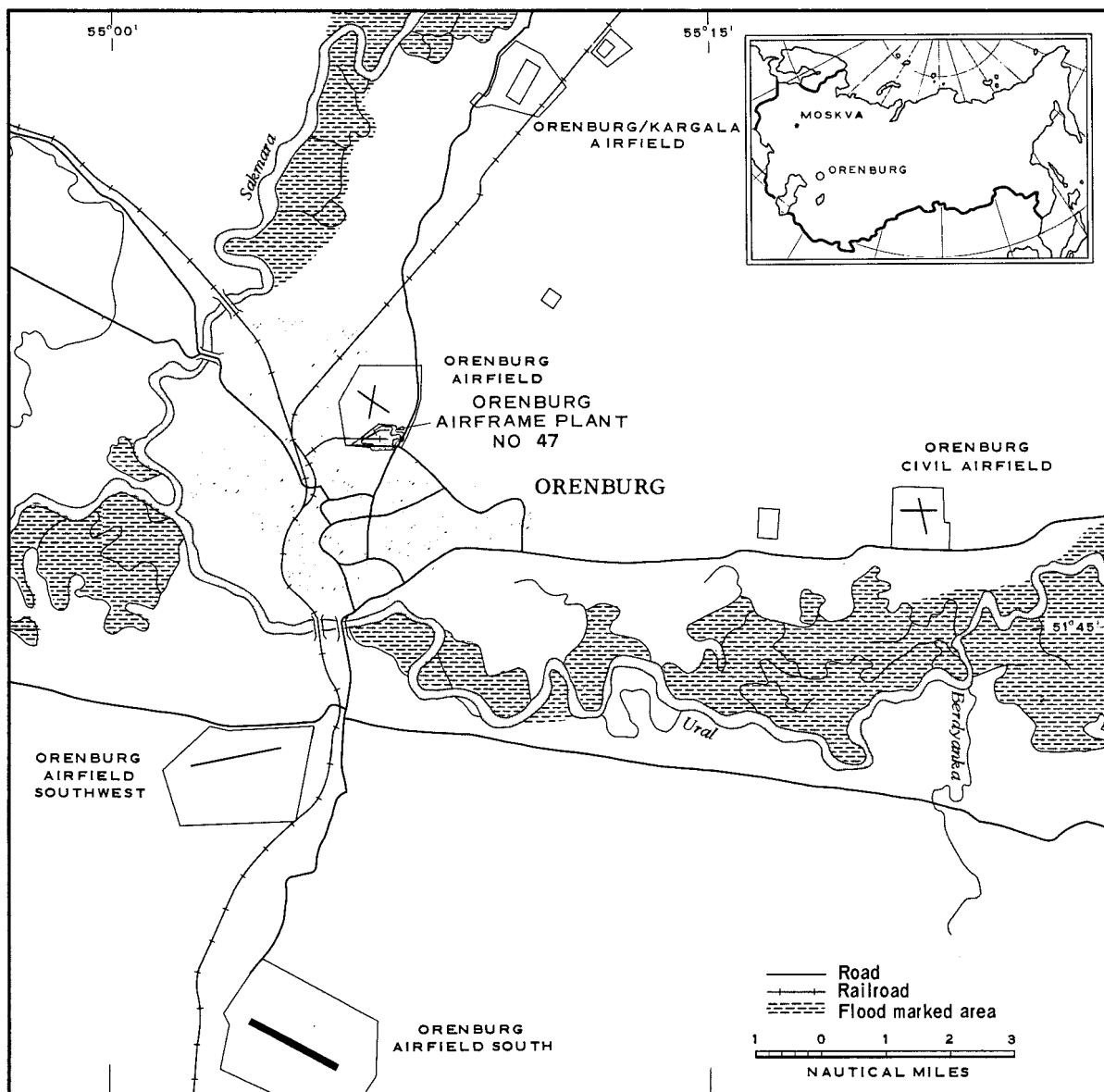


FIGURE 1. LOCATION MAP.

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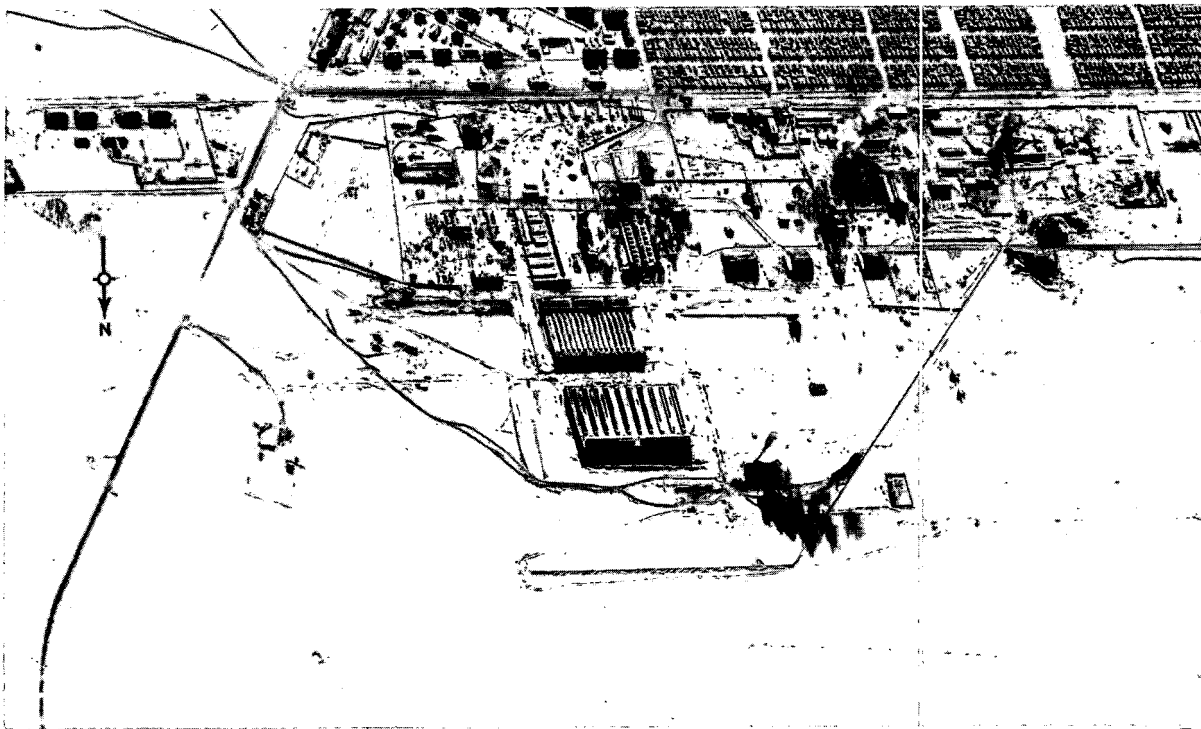


FIGURE 2. ORENBURG AIRFRAME PLANT NO 47, ORENBURG, USSR

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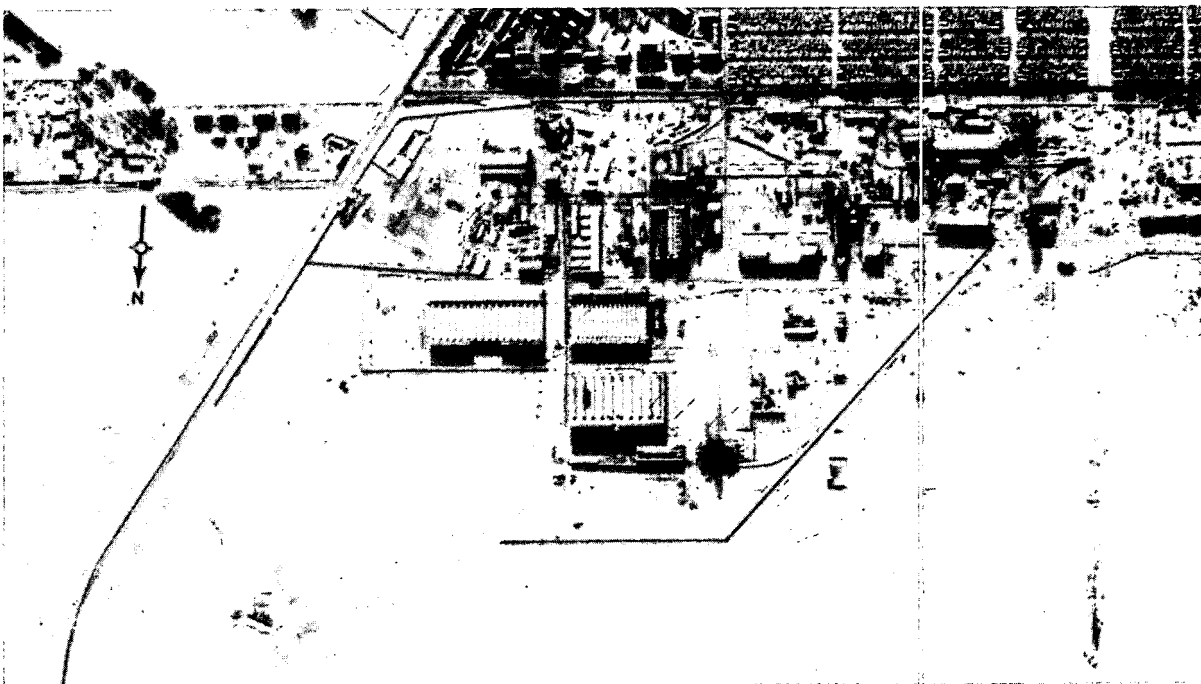


FIGURE 3. ORENBURG AIRFRAME PLANT NO 47,

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sion [] (Figure 2). This photography shows the plant to contain approximately 1,291,340 square feet of floor-space. 1/ Development of the plant since the photography of [] is illustrated in Figures 2, 3, and 4. All building references are keyed to Figure 5. A comparison of this photography with that from [] shows additions which have almost doubled the [] floorspace to [] (Figure 5).

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The plant is secured by approximately 21,000 linear feet of probable masonry wall. Within the plant there are approximately 19,000 linear feet of railroad and approximately 28,000 linear feet of paved roads with an average width of approximately 20 feet.

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[] Orenburg Airframe Plant No 47 was moved from Leningrad to its present location. 2/ The plant was originally reported in [] under the name Chkalov Airframe Plant "Aviazrod" No 47. 3/

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Additions to the plant [] have been identified as an assembly building/machine shop (item 6), workshop (item 10), and a new section which combined 2 hangars to form a workshop (item 21). The construction of item 6 and item 19 was in evidence in [] (Figure 2). The workshop was complete in [] and the assembly building/machine shop appeared to be completed in []. The new section (item 21) was under construction when observed [] and was completed []. The total floor-space of the plant in [] was approximately 1,869,740 square feet. 1/

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Plant additions between [] included an addition to an assembly building/machine shop (item 11), an addition to a workshop (item 3), a foundry (item 24), and an

engineering building (item 9). A workshop (item 8), a probable horizontal test building (item 25), and a horizontal test building (item 22) were nearly completed. Footings for a rail shipment building (item 26) and a special storage building (item 27) were begun prior to []. The outside portion of the rail shipment building appeared to be nearly complete by []. The special storage building (item 27) was completed prior to [] with the rail spurs serving items 26 and 27 also being completed between []. Items 8, 22, and 25 were completed []. Various support buildings were also completed between [].

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Since some of the nearly constructed facilities are of a type not usually associated with aircraft production, it is possible to conclude that Plant No 47 may not be producing aircraft. 4/ The construction of a small horizontal test building (item 22) with blast scars observed on [] a probable horizontal test building (item 25), a revetted possible test building (west side of plant, Figure 4), and a large rail shipment building (item 26), as well as the presence of long rail cars, suggest an association with the Soviet guided missile program.

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Orenburg Airframe Plant No 47 may also be involved in other production which is suggested by the various forges/foundries (Figure 5) scattered throughout the plant area. In addition, there are a number of shipping/receiving areas in the plant (Figure 5). 4/

A large, secured construction site is on the northeast side of the plant (Figure 5). Earth scarring in this location was first observed in [] and showed further development in []. Eleven foundations, oriented north/south, appear to be completed. They are each [] and measure 80 feet from center

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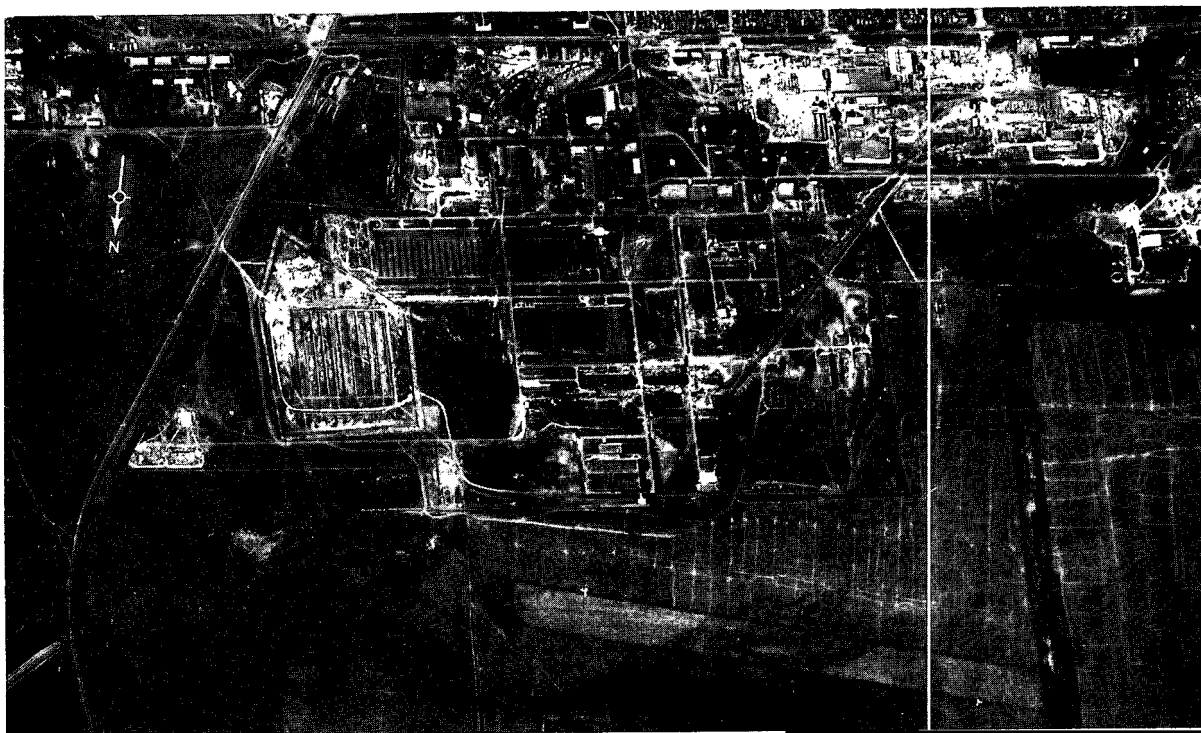


FIGURE 4. ORENBURG AIRFRAME PLANT NO 47

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to center. The entire area is 815 feet by 720 feet. The size of the footings indicates that this is to be either a rather large structure or a structure of a special type. Two smaller buildings are also under construction within the secured area. Both appear to have a basement level. Security of this construction area is extensive, including guard towers, an access control building at the entrance, and what appears to be triple fencing encompassing the site. The triple fencing (constructed between [redacted] [redacted]) consists of a probable

outside fence, middle wall (possibly masonry), and a probable inside fence; each measures approximately 3,900 linear feet. Direct access to this area from the plant is not believed to be possible.

The adjacent Orenburg Airfield has 2 sod-surface runways which form a cross. The north/south runway is approximately 3,500 by 185 feet, and the east/west runway measures approximately 4,250 by 415 feet. 4/ Aircraft observed at the airfield on [redacted] included 2 CAB, 1 derelict CRATE, and 1 HARE.

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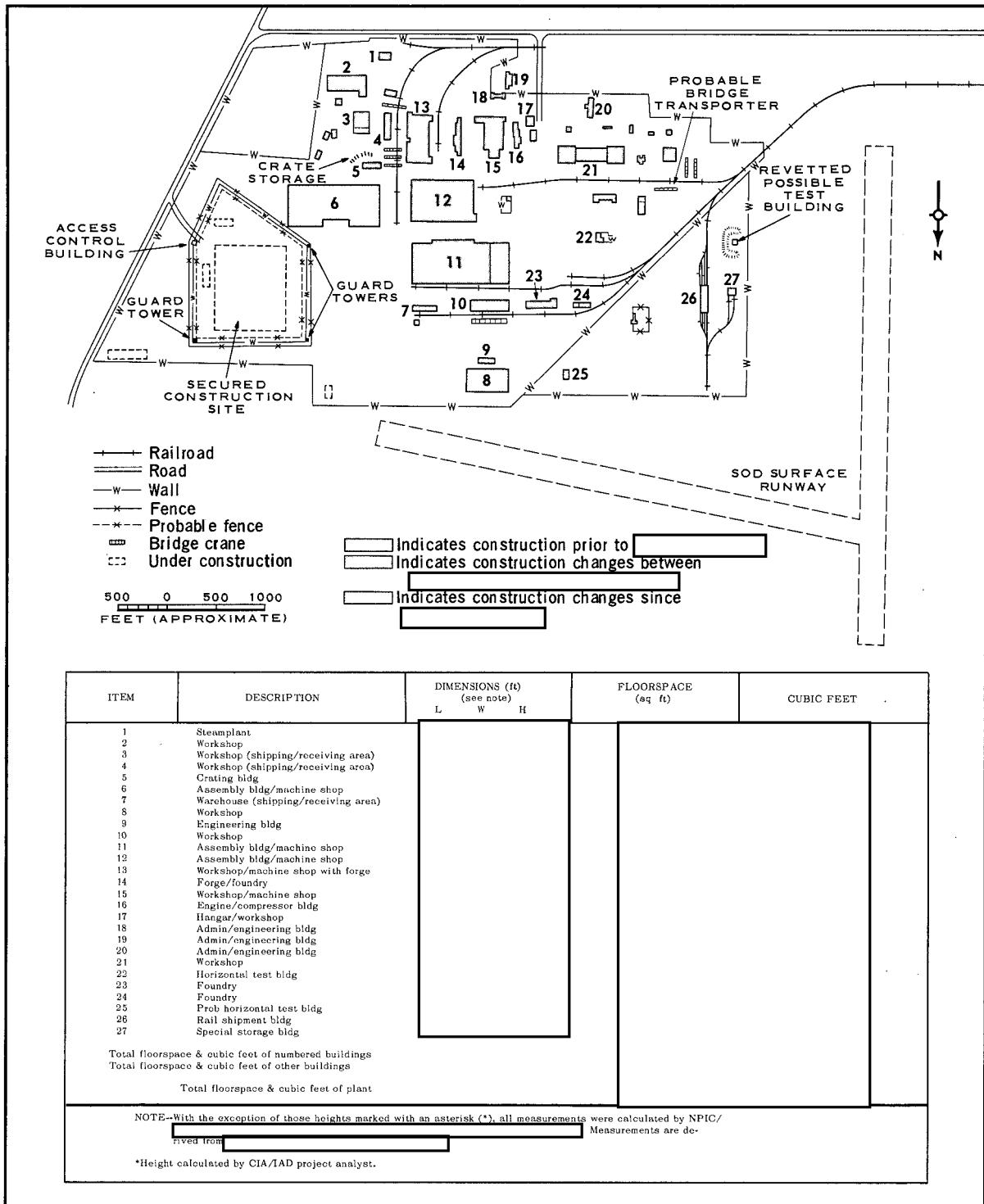


FIGURE 5. LAYOUT OF ORENBURG AIRFRAME PLANT NO 47.

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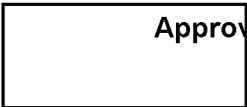
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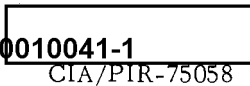


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REFERENCES



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MAPS OR CHARTS

ACIC series, scale 1:200,000

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DOCUMENTS

1. CIA. PIR-18/64, [redacted] Orenburg Airframe Plant No 47, Orenburg, USSR, Jul 64 (TOP SECRET [redacted])

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2. CIA. PIR-65050 [redacted] Orenburg Airframe Plant No 47, Orenburg, USSR, Dec 65 (TOP SECRET [redacted])

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4. CIA. [redacted] Orenburg Airframe Plant No 47, Orenburg, USSR, Oct 66 (TOP SECRET [redacted])

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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